GEOGRAPHIC SCHOOL BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

Contents for Week of May 18, 1942. Vol. XXI. No. 12.

1. Americans in New Caledonia Are Far from Home
2. Aviation Cadets Now Can Sprout Their Wings in School
3. Japan's Rail and Ferry Lifelines
4. Strategic Materials from Latin America Aid U. S. War Economy
5. Geo-Graphic Brevities

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U. S. War Department

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HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Entered as second-class matter, Jan. 27, 1922, Post Office, Washington, D. C., under act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of Oct. 3, 1917, authorized Feb. 9, 1922. Copyright, 1942, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

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Americans in New Caledonia Are Far from Home

UNITED STATES soldiers now on the French island of New Caledonia in the south Pacific are more than six thousand miles from home. This island is governed by the Free French, who do not agree with the pro-German officials of France with their capital at Vichy.

Noumea is the capital and chief city of New Caledonia. It is about 6,500 miles from the coast of California and a little more than 8,000 miles from the Panama Canal. The island is near the ship routes to Australia and New Zealand by which supplies are sent from America to those countries. It is within 750 miles of Australia, and about 1,000 miles northwest of New Zealand.

Moderate Climate for Whites

New Caledonia is one of the largest and richest of the islands in the south Pacific. It covers more than 8,500 square miles and so is bigger than Massachusetts. Its population is only about 50,000, in contrast to the 4,000,000 in the New England State.

About a third of the people of New Caledonia are white. This is unusual in colonies in the Pacific, where usually nine-tenths of the people are of the brown, or Polynesian, race. The large proportion of whites is due to many things, including the island's riches and its gentle climate. The weather permits Europeans to live there and even to work in comfort. The white population is mostly French. This is the result of France's having used the island for a long time as a colony for convicts. Besides Melanesian (black) and Polynesian people, nearly 1,500 Japanese were living there recently.

United States Gets Chromium from New Caledonia

In peacetime, New Caledonia's people have earned their living by farming, raising livestock, and mining. New factories make use of the island's timber, cotton, coffee, coconuts, hides, and minerals. The war has made the minerals more important than before, especially the nickel, chrome (from which chromium comes), and iron.

In the years just before the outbreak of the war in Europe, both Japan and Germany bought a great deal of New Caledonia nickel. Japan also took much of the island's iron. The United States for a long time has been buying more chrome from the island than any other nation.

The chrome which the United States obtains from New Caledonia helps Uncle Sam make the extra-hard steel needed for fighting a war. Also, with the help of nickel, it gives the smooth shiny surface now familiar in stainless steel.

U. S. DEFENSE BASES

This is one of a series of bulletins on U. S. defense bases. Some of the BULLETINS are still available in limited quantities at the Washington, D. C., headquarters of the National Geographic Society. Teachers whose subscriptions began after this series started, or who wish to replace copies missing from their files, may obtain these BULLETINS free of charge as long as the supply lasts.

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Frank Outram

MONSOON IN ARABIC MEANS "SEASON," BUT IN MOTORING IT MEANS TROUBLE

The word monsoon comes from the Arabic *mausim*, meaning "season." It was given to the seasonal winds which blew from one direction for six months of the year, then reversed with the change of season and blew from the opposite direction. Now it identifies the rainy southwesterly winds that bring storms and floods to India and Burma. The traffic along the Burma Road (above) is threatened by it with floods, landslides, and storms. India and Burma also have the comparatively dry northeast monsoon, which follows the southwest monsoon. In lower Burma, natives are warned of the latter's destructive approach by the "forecaster tree"—the padauk, which blossoms three times in three weeks in the spring. With the first sudden golden yellow blossoms, the natives begin to think of finding palm leaves to patch the roofs of their huts against the coming torrents. With the second blossoming, they make certain that leaves can be found. But with the third flowering, there is a frenzied rush of every native to his roof with his arms full of palm leaves. Strangely, within a couple of days after the third warning blossoming, thunderstorms, hailstones, and a great rush of rain whip inland from the sea (Bulletin No. 5).

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Aviation Cadets Now Can Sprout Their Wings in School

"AMERICA is building thousands of airplanes," said Major General Barton K. Yount, Commanding General of the Army Air Forces Flying Training Command, in a recent national radio address. "They will mean nothing unless we have thousands of trained men to fly them. We will have no difficulty in getting them. We must free the world of dictators who would make slaves of us all."

General Yount outlined a new plan which is being offered by the Army Air Forces to help American boys combine a maximum of education with a flying career. The plan permits high school and college students between 18 and 26 years of age to enlist as Aviation Cadets and to remain in school, continuing their formal education, while awaiting the call to military training. There are no enforced duties during the school phase, and no pay, but simply the assurance of aviation training to come when school is over. The fledgling student then sprouts his first "wings"—the lapel insigne of wings and propeller.

School Subjects Help Pinfeather Pilots

The AAF Flying Training Command recommends special school work, but does not require it. "There are many things that a student can do to prepare himself for military aviation," General Yount explained. "Keep physically fit, keep up-to-date on aviation and included subjects, and keep informed on all phases of the war. In school, courses in mathematics, geography, physics, map-reading, and the sciences, such as astronomy, are most helpful. The aerial navigator of today often takes his position from the stars, just as the navigator of the seas, and all the sciences enter into this complicated profession."

The navigator of the skies, however, needs the guidance of the sciences the more acutely because of the speed of his flight. While a seaman can take an hour or an afternoon to work out his course, the flier at 300 miles an hour must finish his calculations at a corresponding tempo. No other generation has had such intimacy with air, its currents and force, or such a need to understand it.

Just as China has been a land of farmers, and Britain a nation of seafarers, the Army Air Forces are inviting this generation to turn the United States into a country of airmen. While still of school age they are preparing matter-of-factly for a flying career, which in their parents' youth was still a wild fancy.

Positions on the Aviation Team

A variety of possibilities are open to the Aviation Cadet, according to his capabilities. General Yount explains, however, that "in general, one job is just as important as another. The important thing is the team."

An outstanding example of flying teamwork is the crew of the heavy bombers, the most complex units of the Army's air arm. The flight crew includes generally the bombardier, the navigator, the pilot, the flight engineer, the radio operator, and the gunner, each requiring special skill and training for his duties.

All the teamwork until the bombs have been released is centered around the bombardier, who is entrusted with the job of dropping the plane's load of destruc-

This BULLETIN supplies information for use with Unit IV (I, B. Increasing our military manpower), in the U. S. Office of Education handbook, "What the War Means to Us." A limited number of additional copies of this BULLETIN can be supplied.

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National Bird Is the Kagu

New Caledonia is the headquarters for governing several small French islands around it. The Loyalty Islands lie about 60 miles away to the northeast. They include a number of islets and three larger islands named Uvea, Lifu, and Maré. The Belep Islands lie northwest of New Caledonia, with long coral reefs around them. To the southeast is the small round Isle of Pines. Other French islands farther away are Futuna and Alofi, the Wallis Islands, the Huon Islands, the Chesterfield Islands, and Walpole Island.

New Caledonia has a backbone of mountains. The highest peak is Mt. Panié, which goes up to 5,413 feet, in the north.

Just as the United States has its American eagle, New Caledonia has the kagu bird. This national bird of the island has been shown on the postage stamps. It is about the size of a chicken, but it makes a noise much like the barking of a dog. It does not fly, although it has wings, and it escapes danger by running instead of flying away.

Note: New Caledonia and the neighboring islands are shown on the National Geographic Society's Map of the Pacific Ocean, which also has a special inset showing these islands on a scale larger than the rest of the map. They are also shown on the Society's Map of the Theater of War in the Pacific Ocean, in their relation to southeast Asia and Australia.

For further information on New Caledonia, see the GEOGRAPHIC SCHOOL BULLETINS, November 25, 1940: "France in Two Hemispheres: World's Second-Largest Empire."

An article on New Caledonia will appear in the July, 1942, *National Geographic Magazine.*

Bulletin No. 1, May 18, 1942.

From Dr. E. W. Brandes

YOUNG NEW CALEDONIANS USE VACATION TIME FOR PUNTING AND FISHING

Pushing his splinter-size raft with a pole, much as Oxford and Cambridge University students punt along the streams of England, this small New Caledonian lad enjoys his vacation days on the waters of his native island. He and his sister both must be careful about keeping their balance on the narrow craft. Another native sport is fishing, with the aid of a wild mango plant which is fed to the fish to make them easier to capture. More than 6,500 children, both native and European, attend the island's 130 small schools. At Noumea, the capital, is La Pérouse College, an advanced school with classes in English and Latin as well as French, and with vocational classes for a limited number of the natives.

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Japan's Rail and Ferry Lifelines

HOW easily could bombing raids damage Japanese transportation lines? Japan's division into islands, which must be linked together across water, is an important factor in any air attacks on the transportation system. The main islands are Honshu, Kyushu, Shikoku, and Hokkaido.

Japanese railroads have more than 17,000 miles of tracks. In this steel chain reaching across the Empire there are a number of breaks where passengers and freight are transferred over water hops. These occur between the four chief islands, and also between the islands and the neighboring mainland and island possessions.

A New Under-Water Tunnel

Until recently, ferries were the only means of transportation from island to island. In April, 1942, however, a new under-water railway tunnel was reported opened, linking Main, or Honshu, Island with Kyushu, which lies to the south in the direction of the Philippines. The tunnel is described as 2½ miles long, with double track. It is expected to give Japan at war a sheltered time-saver in shifting men and supplies between the two islands.

Three of Japan's five main ferry points, as well as the outlets of the new tunnel, are within an airline radius of less than 200 miles. They provide service from the central island of Honshu to Shikoku, to Kyushu, and to Chosen (Korea) on the mainland of Asia. The two other transfer stations are between the northern end of Honshu and southern Hokkaido, and between the northern coast of Hokkaido and Karafuto. The latter, a Japanese colonial possession, is the southern half of the island of Sakhalin, of which Russia holds the northern half. Japan's widest ferry jump is across the 150-mile entrance to the Sea of Japan, the Honshu link between southern Japan proper and Chosen to the west.

Cities Near the Leading Railroad

The chief rail line of Japan, along which the major cities are found, runs along the east coast of Honshu Island. Tokyo, Yokohama, Nagoya, and Kobe (the four cities recently bombed) are spaced along its central reaches, within an airline distance of less than 300 miles. Close to Kobe are situated huge, industrial Osaka, and the ancient Japanese capital, Kyoto.

Because of the mountains on Japan's islands, railroad lines follow generally the more level coastal plains. Between the east and west coasts across Honshu, rails follow a winding route, through many tunnels.

The first railways of Japan were built in the east-central section of Honshu. In 1872, an 18-mile line was completed there, connecting Tokyo with Yokohama. Later, Kobe, Osaka, and Kyoto were joined, and the lines became a single trunk route between Tokyo and Kobe.

Foreigners have played an important part in developing Japanese railways. Commodore Perry introduced from the U. S. the idea of rail transportation when he set up a model line in 1852, on the beach of Yokohama. The British built the first Japanese railways, and the U. S. supplied modern equipment which still serves in rails and wheels, or as models for the engines and sleeping cars turned out in Japanese machine shops.

In 1937 the government-owned railways of Japan employed more than 227,000

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tion on the target. For a few crucial moments "the man behind the bombsight" determines the success or failure of the mission. He uses and understands some of the Air Forces' finest mechanisms—for instance, the bombsight through which he sights the target before releasing the bombs. The navigator plots the course for the pilot and calculates where the plane is at any moment. The pilot keeps the ship flying on its course. The radio man keeps in contact with the distant home base and obtains data for landing. The flight engineer repairs damage to engines, plane, or equipment. The gunner, remote in the gun blister or revolving turret, fights off the enemy and protects the rest of the crew.

"We often say that it takes ten men on the ground to keep one plane in the air," General Yount said. "All these men work together."

All of the individuals in the ground maintenance crew are vitally essential to the flying fortress's success—their work keeps the plane in top flying condition. The engineering officer has charge of caring for the plane while it is on the ground. The armament officer cares for guns and ammunition, bombs and flares, knows when to change gun barrels and how to load bomb racks. The communications officer supervises the radio lifeline waves that help the plane keep track of its position. The meteorologist is the weather man whose scientific knowledge warns fliers whether to expect ceiling unlimited or "soup" (bad weather). The photographic officer orders aerial photographs and maintains a laboratory—sometimes a small mobile unit on wheels—for speedy developing. His pictures may give timely warning of enemy moves and will help make maps for the flight crew.

Bulletin No. 2, May 18, 1942.

J. Baylor Roberts

CADETS MUST "BRACE UP" THEMSELVES BEFORE THEY TAKE UP A PLANE

One of the training centers under the Army Air Forces Flying Training Command, where fledgling Aviation Cadets start flapping their wings, is Randolph Field, Texas. A bit of the atmosphere of West Point and Annapolis creeps into the reception of newcomers, who are hazed by their colleagues at the same time that instructors prepare them for flying or for ground duty, according to their special abilities. "Brace up!" is the command at which new arrivals stiffen into the chin-up, chest-out, stomach-in position of the men at the table.

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Strategic Materials from Latin America Aid U. S. War Economy

WITH battles spreading like wildfire, the question of supplies which the U. S. may obtain from the "good neighbors" south of the Rio Grande becomes more and more significant.

Outstanding among essential war materials now cut off by the war in the southwest Pacific are rubber and tin. There are a dozen other mineral and agricultural products classed as "strategic materials"—that is, necessary supplies, most of which must be obtained outside the U. S. These are tungsten, mercury, antimony, manganese, chromium, mica, quartz crystal, nickel, Manila fiber, quinine, coconut shell char, and silk.

Stretching the Rubber Supply

In normal times Latin America produces only about two per cent of the world's crude rubber, in spite of the fact that the Amazon basin was the original home of the tree, *Hevea brasiliensis*, chief source of the substance that "keeps 'em rolling." Most of the Latin American rubber exports (18,000 tons in 1938) have been obtained from the wild trees of Brazil, plus a quantity of Mexico's guayule, a wild desert shrub which also grows in the southwestern U. S. Smaller amounts have been found in Bolivia, Peru, Ecuador, and Colombia. The U. S. is cooperating with Latin American governments to increase the present rubber output and to develop new sources. In 1939 the U. S. used 592,000 long tons of rubber. It is estimated that Latin America can send us from 5 to 50,000 tons annually.

Bolivia is the leading source of tin, now that the U. S. can no longer import it from British Malaya, the Netherlands Indies, Thailand, and Burma. Argentina and Mexico supply a little. It was figured, in 1941, that Latin America might provide from one-third to one-half of the tin the U. S. needs.

Tungsten (for steel) and mercury (for explosives, medicine, and special paints) are two more minerals which Latin America can help supply. In 1940, Bolivia and Argentina supplied most of the one-third of U. S. tungsten imports of Latin American origin. Lesser amounts came from Peru, Mexico, Brazil, and Chile. Production in these countries may be increased to make up for the tungsten which the U. S. once imported from China. The same thing may happen to mercury (quicksilver). The U. S. has a large supply—third largest, after Italy and Spain—but to fill his needs, Uncle Sam must bring it in from Mexico, with smaller quantities from elsewhere in Latin America.

Neighboring Minerals Substitute for the Far Southeast

The U. S. produces little, and uses much, antimony, for storage batteries that move tanks, airplanes, and submarines. Bolivia and Mexico are the world's leading producers of antimony. These countries, with a little help from Peru and Argentina, supplied 96 per cent of U. S. antimony imports in 1940.

Before the war, most of the manganese imported by the U. S. for steel

Strategic materials, essential to industry's war effort, were defined by the Army and Navy Munitions Board as those defense materials for which the U. S. must depend to a large extent on foreign sources. The GEOGRAPHIC SCHOOL BULLETINS have been presenting a series of articles on these materials, their use, their peculiar qualities, and the countries which supply them.

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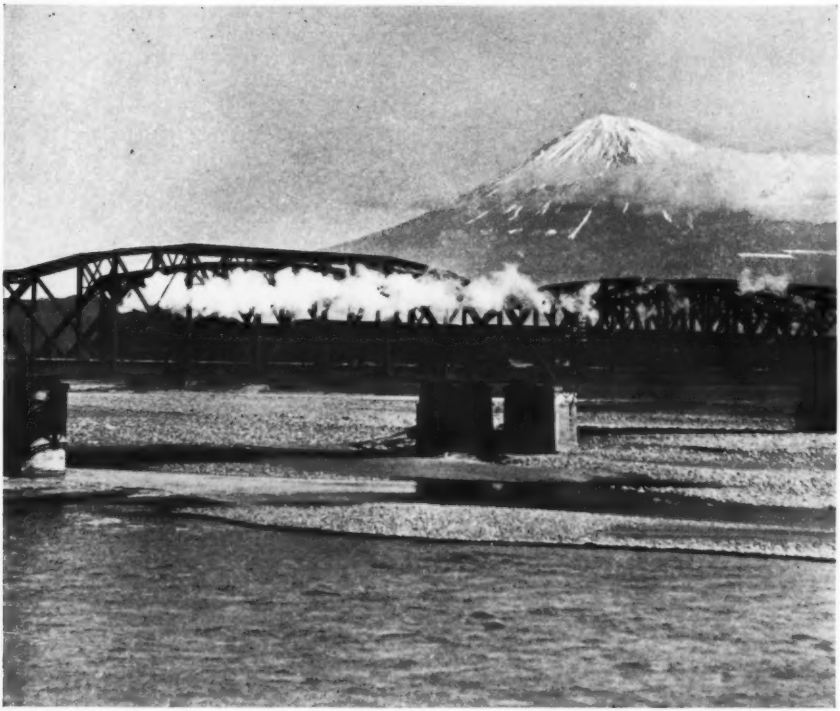
people; private companies hired more than 40,000. In 1938-39, the passengers carried on government railways alone numbered more than a billion and a quarter.

Note: Japan's various islands are shown on the National Geographic Society's Map of the Theater of War in the Pacific Ocean. Railways and naval bases are indicated. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

For further information on Japan, see these GEOGRAPHIC SCHOOL BULLETINS: "War Announced to Japan's Sun Goddess at Ise Shrines," January 26, 1942; and "How Big an Opponent Is Japan?" January 5, 1942.

Bulletin No. 3, May 18, 1942.



Kiyoshi Sakamoto

JAPAN'S RAILWAYS MUST CROSS SHORT RIVERS ON LONG BRIDGES

The mountainous islands of Japan are drained by short rivers which flow rapidly because of the steep mountain slopes. The rivers gather so much gravel and soil in their swift descent that their lower reaches on the coastal plains spread out over wide beds of silt. Since the railroads for the most part follow the coast, they must cross the spreading rivers on long bridges. This structure carried the crack "Fuji Express" across the Fuji River in sight of the snow-capped volcanic cone of Mount Fuji, a famous shrine for Japanese pilgrimages regarded as a symbol and a trademark of the islands' mountainous scenery.

A Gift to Education—How Teachers May Co-operate

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Because these Bulletins represent a substantial gift to schools from The Society's educational fund, the expenses of advertising or circulation promotion—possible for a commercial publication—cannot be undertaken. The Society must rely upon supervisory officials and teachers to call them to the attention of colleagues who might use them effectively. This should be done promptly so that applicants may be put upon the mailing list to receive the early issues in the fall.

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Geo-Graphic Brevities

MONSOON LORDS IT OVER ASIATIC BATTLEFIELDS

THE battle for Burma, between Japanese invaders and British, Chinese, and American defenders, has been a race against the bursting of the southwest monsoon as well as a fierce fight. The monsoon, sweeping across thousands of miles of water, gathering moisture on its way, every year spills its rain cargo over most of India's thirsty lands. It begins as early as mid-May in lower Burma, strikes lower India in June, reaches its peak in July and August, and begins slowly retreating until October.

In the blistering months of March, April, and May, temperatures on the upper plains of India often reach 120 degrees, and humidity sometimes falls as low as one per cent. The heated northern plains of India become a whirlpool of air, drawing the winds from the cooler seas toward the hot, dry land.

The primary cause of the monsoon is the difference in temperature and air pressure over land and sea. As the temperature rises over the land in the northern hemisphere, the air pressure there falls, since warm air is relatively light. As the temperature falls over the ocean area in the southern hemisphere, the pressure rises. The super-heated, low-pressure plains of upper India begin "inhaling" the winds from the surrounding waters, and the suction toward the land is so strong that it pulls the southeast trade wind across the Equator, where it swerves into the surge of southwesterly rain-filled winds rushing toward India. Once in India, the monsoon sweeps up the mountain slopes, spilling its moisture generously on the windward sides and continues on, much weakened, and drained of most of its moisture.

Cherra-Punji—about 200 miles north of the Bay of Bengal—is the wettest spot on earth. As much as 75 feet of rain has fallen there in one single year.

BRITISH HONDURAS HAS PEACE IN SPITE OF WAR

BRITISH Honduras, the only British colony on the North American mainland, has succeeded so far in escaping war tragedies.

The colony is the largest source of mahogany used in the U. S. The land's attraction to early European conquerors was mahogany, not gold. Spain ceded Honduras to Great Britain in 1670.

Uncle Sam normally purchases nearly 10,000,000 feet of mahogany logs, more than 600,000 stems of bananas, and over one and a half million pounds of chicle for chewing gum from British Honduras, in a year.

British Honduras is about the size of Massachusetts. Belize, the capital and chief port, occupies both banks of the Belize River at its mouth, where it flows into the Caribbean Sea. The two- and three-story houses that line the capital's main residential street are of British architecture. Policemen resemble London "bobbies," with the exception that they are nearly all dark-skinned natives. The court judges are be-wigged and be-gowned in historic British fashion. Cricket is the popular year-round sport. Natives live in wooden houses with galvanized iron roofs, built on high wooden piles where the ground is low or swampy.

The first settlers of British Honduras were, for the most part, Scottish and German traders, Carib and other Indians, with a few British buccaneers. The only railway in the colony is a private line, 25 miles long, used for carrying lumber.

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making came from British India, Russia, and the Gold Coast of Africa. Now it has been suggested that Brazil could provide half the U. S. needs, with additional imports from Cuba, Chile, and Mexico. Chromium, also essential to some steel alloys, reached the U. S. in peacetime from the Philippines, South Africa, and Turkey. Latin American imports have come chiefly from Cuba, with some from Guatemala. Experts think that Brazil, with South America's largest chrome deposits, could supply a large part of the U. S. demands. Brazil is also a source of mica in a form which may be separated into sheets as thin as tissue-paper. It is vital for airplane spark plugs, and in radio condensers and tubes. Before the war, such mica came chiefly from India.

Another mineral vital to war communication is quartz crystal, called "Brazilian pebble," as it is obtained commercially only from Brazil. It is used in optical instruments and devices for locating submarines and aircraft, and is essential for radio communication and airplane guidance.

The five remaining materials are silk (for parachutes and gunpowder sacks); coconut shell char (for gas masks); nickel (for hardening armor plate, and for gun barrels); Manila fiber (for rope); and cinchona bark (for quinine to fight malaria). Latin America doesn't supply the U. S. with silk or coconut shells, for substitutes for these materials are coming to the rescue. Most of the nickel for U. S. needs comes from Canada, although Cuba and Brazil help out. But Latin America is expected to become important as a source of Manila fiber and quinine, nearly all of which the U. S. obtained from the Philippines and the Netherlands Indies. In 1941 Panama alone in the Western Hemisphere grew the abacá plant for Manila hemp. Other Latin American republics are planning to grow this plant.

The cinchona tree, source of quinine, is a native of Latin America and is grown in Bolivia, Peru, Ecuador, Colombia, and parts of Central America. Normally, Latin America exports less than 10 per cent of the world's supply, but production of this life-saving plant can be greatly increased.

Bulletin No. 4, May 18, 1942.

Alicia O'Reardon Overbeck

BURRO-POWER DRILLS JUST SCRATCH THE SURFACE FOR BOLIVIA'S TIN

Some of the tin-ore deposits occur so near the surface that veins can be discovered by the primitive method of boring into the earth with a drill that is turned by a plodding burro and weighted down by several teetering men. If the drill reveals traces of tin, the ore can be washed out by the process of placer mining, without extensive digging. Most of Bolivia's tin ore is hard to smelt, so, in peacetime, it was sent to Britain to be smelted along with the purer ore of Cornwall and Nigeria, before being sent to the U. S. Now the U. S. is opening a tin smelter in Texas, which will produce about 50,000 tons of tin annually.

LOURENÇO MARQUES AN INDIAN OCEAN NEUTRAL

WHEN Japan and the nations at war with her looked for a place to exchange their diplomats, Lourenço Marques, the obscure African city on the Indian Ocean, was nominated, as one of the few remaining neutral ports in the Orient. This city, named for a 16th century Portuguese merchant adventurer, is capital and chief city of the Portuguese colony of Mozambique (usually referred to as Portuguese East Africa to avoid confusion with a city on its north coast bearing the same name). The port is due west of the southern tip of Madagascar.

Of the 47,000 inhabitants of Lourenço Marques, about 14,000 are Europeans, 1,000 are East Indians, and the rest are Africans, for the most part Bantus. Their religions range from Mohammedanism to witchcraft. Swahili, the official native language, has borrowed from Arabic, Portuguese, and English.

The city stands on a sandspit where three rivers empty into an estuary called by the Portuguese the Espirito Santo, but commonly known as the English River. The harbor is 22 miles wide and 26 miles long, and ships may enter without waiting for the tides. The exports include oil seeds, cotton, cashew nuts, and citrus fruits. Lourenço Marques is the natural seaport for inland Johannesburg, in the Union of South Africa, and the Rand gold mines, 350 miles to the west. Airplanes and railroads link the two cities. Lourenço Marques, before the war, had one of the best airports on the continent and the largest hangar in southern Africa.

Lourenço Marques is a progressive city, less than a century old, with fine harbor facilities and an excellent water supply. There is a great variety of architecture, the wooden-lace-edged gables of Victorian dwellings contrasting with the straight, severe lines of modernistic buildings. Some of the sidewalks are set with mosaic-like tile designs like those in Lisbon. The Limpopo River, scene of Kipling's "Elephant's Child," flows to the Indian Ocean about 90 miles north.

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Frederick Krug

HONDURAN TRAVEL IS SLOW AND SOCIABLE

Air lines link British Honduras with its neighbor nations, Guatemala on the east and Honduras to the south, with San Salvador and Nicaragua beyond. But with only 25 miles of railroad, the colony must depend for inland transportation on horses, pack mules, and ox carts for the most part. In Honduras, across the Gulf of Honduras, where travel conditions are similar, this photograph was made of a native home in the highlands, where travelers depend on hospitality instead of hotels.

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